

July 11, 2008

Ms Mary Nichols
Chair, California Air Resources Board
PO Box 2815
Sacramento, California 95812

RE: AB 32 Scoping Plan – Need to Target VMT Reductions

Dear Chair Nichols:

Thank you for the leadership that CARB has shown on developing a plan that begins to deal with the imminent threat of climate change. Our grandchildren, should we be successful, will be very grateful.

I was disappointed, however, to see that CARB is targeting very timid reductions in GHG emissions from land use changes. This is unfortunate – we need to deal with this problem directly.

While I understand that technology can make significant contributions to our GHG emissions, in some cases we should change our behavior to reduce the source of GHG to begin with. We need to design our communities so that we walk and cycle more and we use our cars less. It can be done. There are many parts of the State where people live like this, and lead great lives of family, community and inclusion. Most of these places were built many years ago.

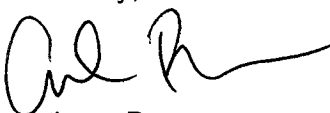
We need to build these pedestrian friendly communities, and they can be a big part of the climate change fight. We used to build great cities where people could walk or take transit almost everywhere. Now we build towns where you cannot walk anywhere and must drive everywhere.

CARB should set a standard that requires at least a ten percent reduction in VMT by 2035. To do so, CARB needs to provide leadership on all of the following:

- Removing subsidies to traditional suburban, auto-oriented developments.
- Reforming CEQA to streamline urban in-fill projects.
- Incentivizing cities to build more densely
- Requiring cities to actually build the housing in their in-fill and regional plans.

If CARB makes VMT reduction a key objective, a good policy proposal will become a great and visionary document.

Sincerely,


Anthony Bruzzone

